

Environment & Climate Action Scrutiny Panel

The rationale and management of parking across the Borough

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- Current policy
- Legal framework
- Car ownership
- On-street controls
- Controlled parking zones
- Car Parks

Policy Framework

London Plan

Various policies to encourage shift to sustainable travel. The Plan makes it clear that low or car free development should be the norm and setting lower maximum car parking standards for new developments.

THE LONDON PLAN



THE SPATIAL DEVELOPMENT
STRATEGY FOR GREATER LONDON
MARCH 2021

Local Plan

Supports LP maximum standards



Policy Framework

Mayor's Transport Strategy

Overarching aim for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.

Management of parking recognised as key policy lever that can influence mode choice.



Policy Framework

Enfield Transport Plan

Focus on encouraging sustainable and active travel. Key objective to:

‘Manage growing demand for on-street parking, recognising that there is simply not enough road space to safely and efficiently accommodate everyone who wishes to park or drive in’.

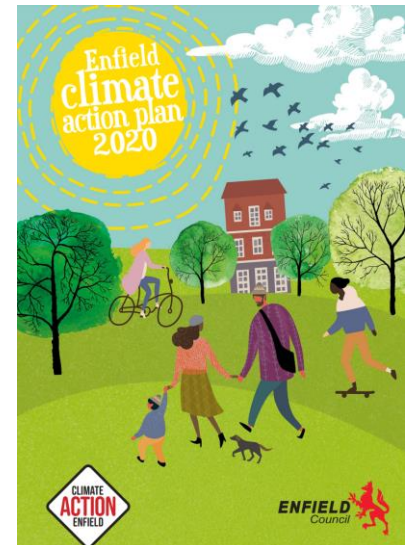
Climate Action Plan

Actions include:

Limit the provision of car parking spaces on new developments in line with the New London Plan and better manage existing kerbside space.

The London Borough of
Enfield Transport Plan 2019
Including the Third
Local Implementation Plan

www.enfield.gov.uk



Policy Framework

Air Quality Action Plan

Priorities include:

- make active travel the natural choice, particularly for those trips less than 2km (1.2 miles)
- make more school trips safe, sustainable and healthy
- reduce the impact of private vehicles on our streets (through a reduction in emissions)
- make the public transport network more accessible and the natural choice for longer trips

These priorities are supported by a number of actions, including by '***managing growing demand for on-street parking***'.

Parking Links



Legal Framework

Road Traffic Regulation Act 1984

Provides powers to regulate traffic and parking, introduce parking bays and charges etc.

- Section 55: requirement to keep accounts of income/expenditure and limits use of any surplus.
- Section 122: requirement to secure the expeditious, convenient and safe movement of vehicular and other .. and the provision of adequate parking facilities on and off the highway.

Legal Framework

Traffic Management Act 2004

- The provisions in Part 6 of the TMA 2004 provide powers to introduce a new framework for the enforcement of parking, bus lanes, certain moving traffic matters and the London lorry ban.
- Part 6 builds on and strengthens the successful civil enforcement regime introduced by the Road Traffic Act 1991, the Transport Act 2000 and existing London specific legislation.

Legal Framework

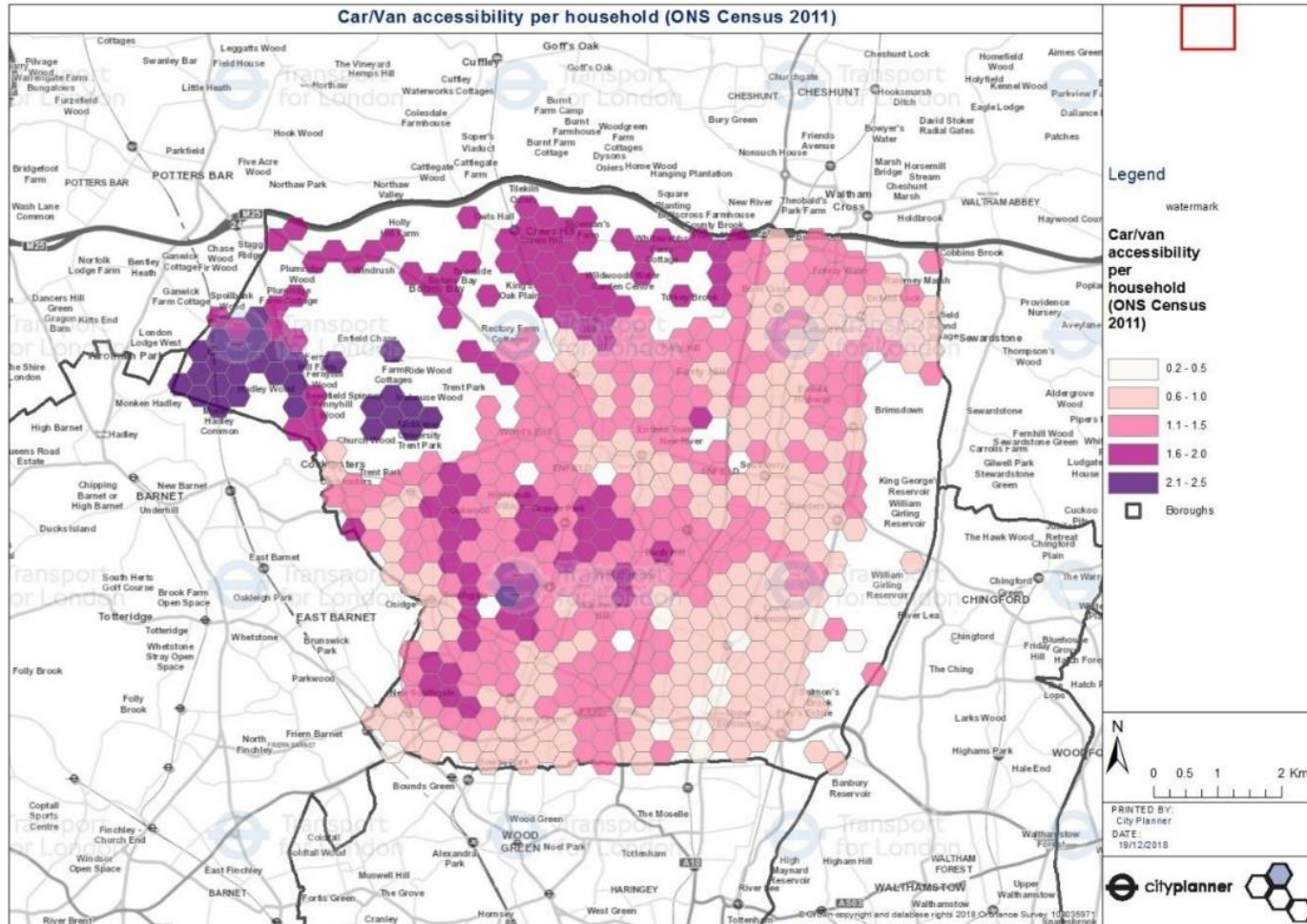
Traffic Management Act 2004 - S16

Places a network management duty on traffic authorities:

To manage the road network .. as far as reasonable practicable ... having regard to others obligations, policies and objectives ... the expeditious movement of traffic...

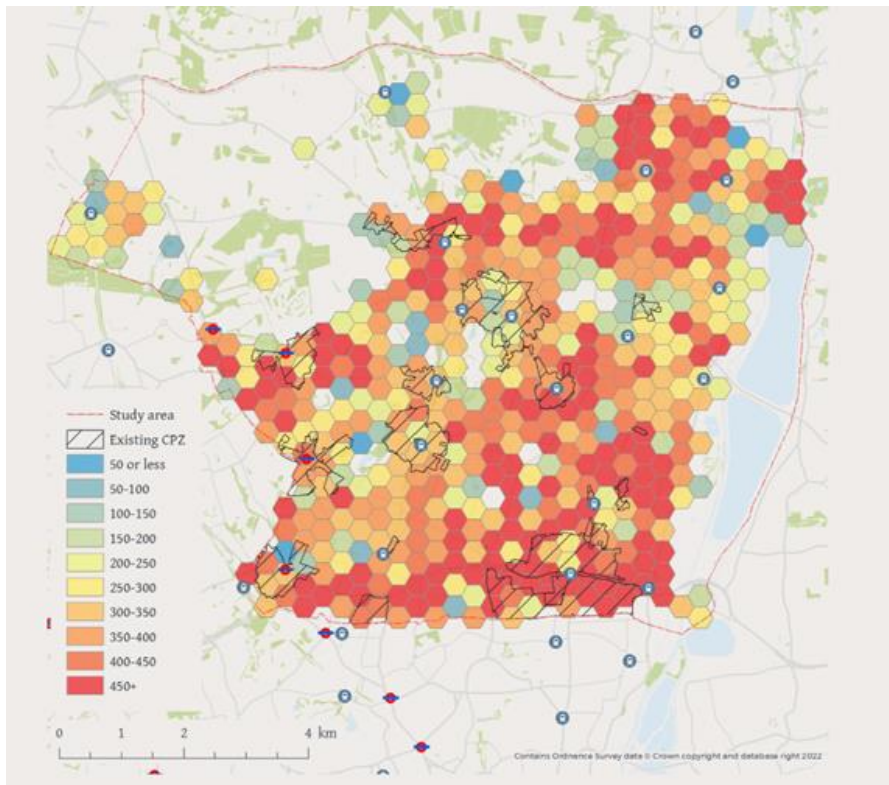
Statutory Guidance emphasises the role that managing and enforcing parking can play in helping meet this duty.

Car Ownership

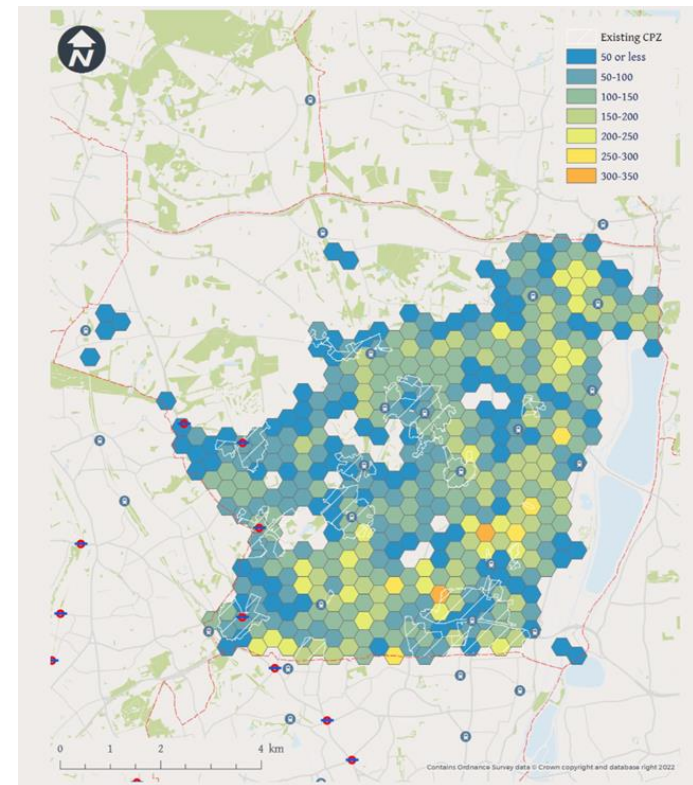


Car Ownership

Density of cars



Reliance on On-Street Parking

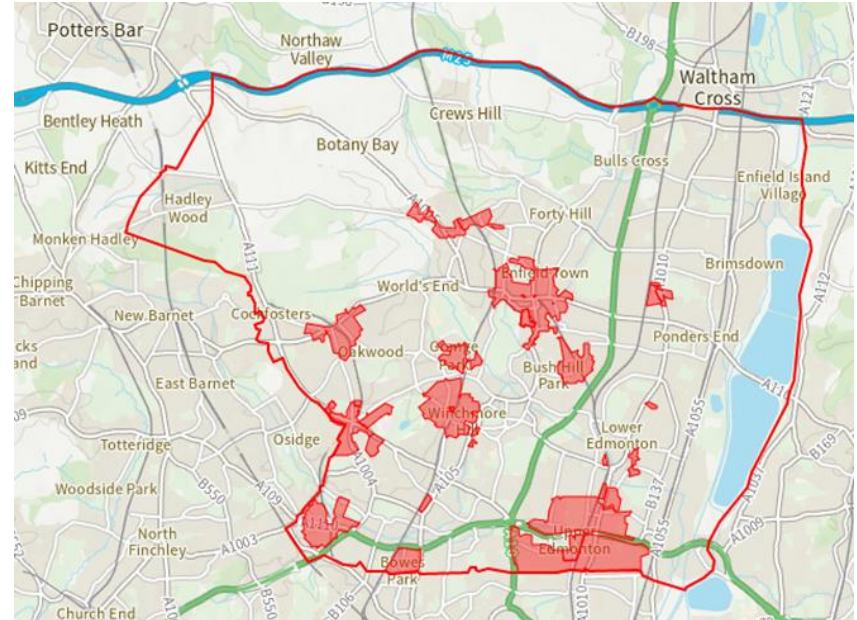


On-Street Controls

- Majority of roads in the Borough are uncontrolled – c.75%
- Restrictions concentrated on main roads and in town centres
- Pay and Display in town centres
- 24 CPZs

Current CPZs

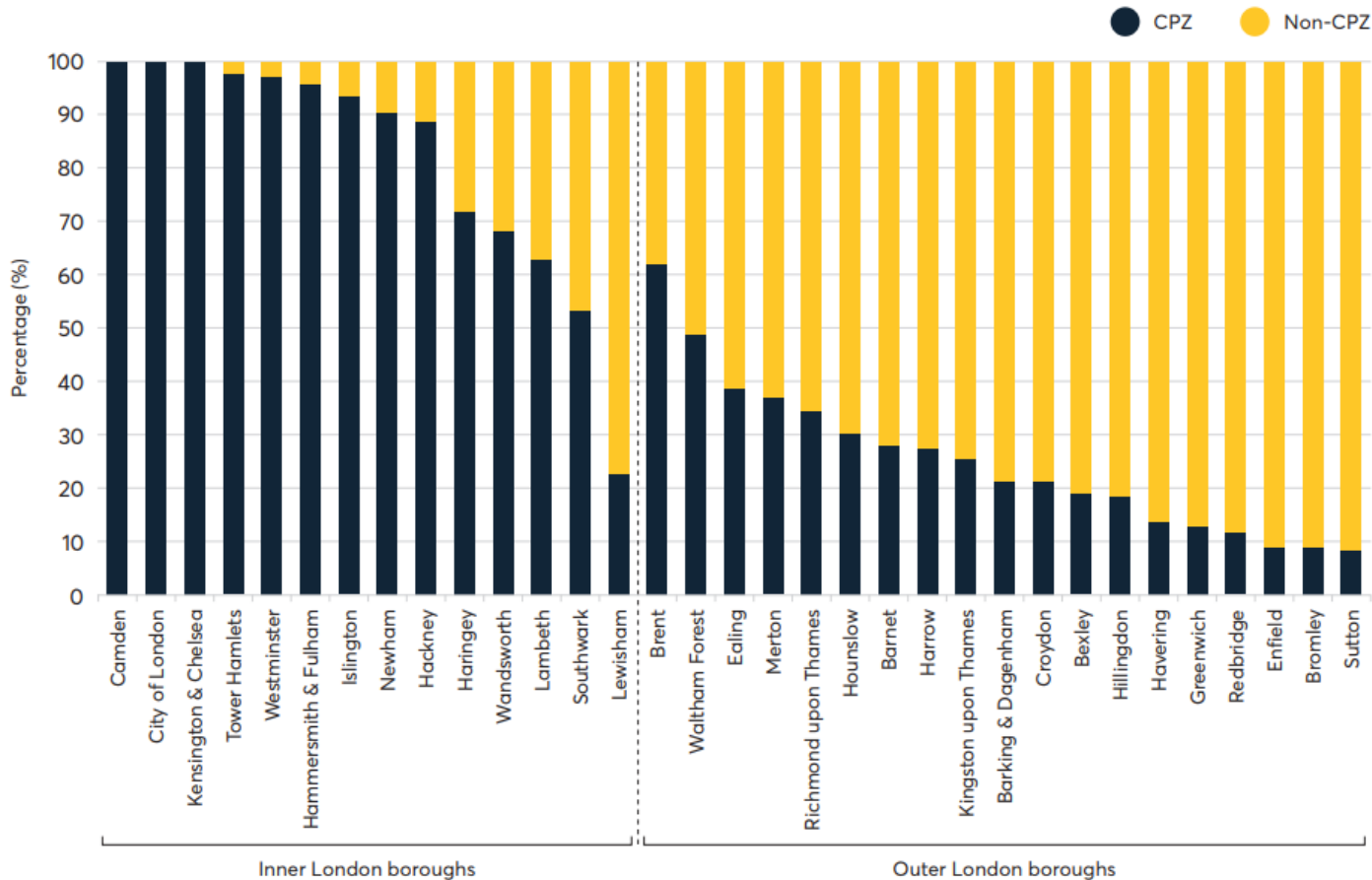
- Permit parking
 - CPZ; RPZ; PPA
- Wide range of operational hours, with mix of 'All-Day' and 'Part-Day' controls.
- Reactive approach



CPZ Coverage

Low CPZ coverage in Enfield compared to other boroughs

Figure 7: Proportion of kerb space covered by Controlled Parking Zones, by borough



CPZ Pros & Cons

Some Advantages

- Prevents all-day commuter parking
- Improves access for vehicles especially emergency service and refuse vehicles
- Improves highway safety and reduces inconsiderate and indiscriminate parking
- Reduces number of vehicles circulating the area looking for parking space, leading to a reduction in congestion, noise and air pollution
- Generally, improves parking conditions for the community
- Permit pricing can encourage the use of vehicles that produce lower emissions
- Can facilitate higher density 'car lite' or car free housing whilst protecting the amenity of existing residents

CPZ Pros & Cons

- **Some disadvantages**

- Possible displacement of parking to nearby uncontrolled roads
- Having to pay for a parking permit
- Additional posts and signs can add to street clutter
- Can nominally reduce on-street parking space by removing parking from corners and pinch-points
- Does not guarantee a parking space to permit holders
- Might encourage more to convert front gardens to parking areas

Current Approach to CPZs

To only to investigate the introduction of a CPZ:

- Where a CPZ is supported by the majority of people living in an area suffering from high levels of parking stress.
- Where a CPZ has been identified as a necessary measure to protect residents from overspill parking from a new development.
- Where on-street parking need to be managed in the interests of either road safety or the free flow of traffic.

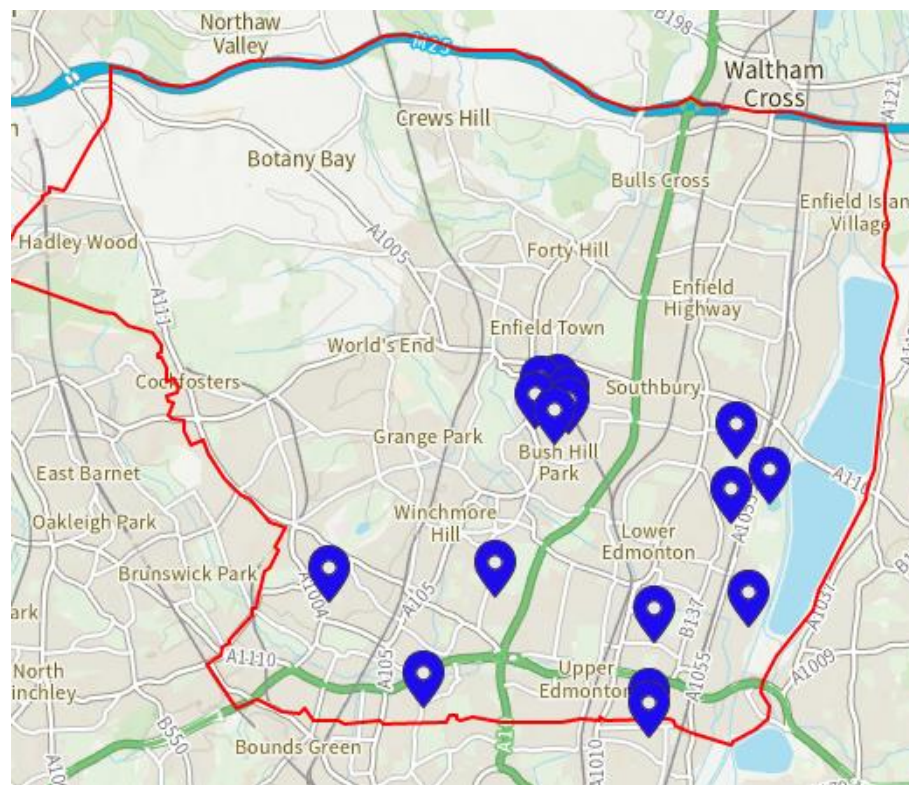
CPZ Permit Prices

	Engine Size	First Permit per person	Second & Third Permit per person
Residents' all day permits (over 4 hours)	1000cc or less + electric vehicles	£77	£95
	1001cc-1600cc	£155	£195
	1601cc-1999cc	£230	£290
	2000cc or more	£395	£495
Visitor permits	£21.00 for 10 half-day vouchers		
Business permits	£230 for 3 months	£920 for 1 year	

	Engine Size	First Permit per person	Second & Third Permit per person
Residents' part-day permits (under 4 hours)	1000cc or less + electric vehicles	£38.50	£47.50
	1001cc-1600cc	£77.50	£97.50
	1601cc-1999cc	£115	£145
	2000cc or more	£197.50	£249
Visitor permits	£10.50 for 10 vouchers		
Business permits	£85 for 1 year		

Car Parks

- **LITTLE PARK GARDENS - 99**
- **NEW RIVER LOOP - 46**
- **GENOTIN ROAD - 96**
- **CHURCH LANE - 16**
- **SYDNEY RD (SMALL) - 68**
- **LODGE DRIVE - 151**
- **MINCHENDEN - 100**
- **LION ROAD - 19**
- **FAIRFIELD RD - 27**
- **RAYNHAM - 53**
- **EAGLE HOUSE - 26**
- **BOUNDARY HOUSE - 9**
- **FORDS GROVE - 72**
- **PALACE GARDENS - 523**
- **GLYN ROAD – 84**
- **TURKEY STREET - 34**



Enfield Car Park Charges

	Enfield Town Car Park Charges	Outer Enfield Car Park Charges
Mon-Sat	Up to 1 hour: £1.40 1-3 hours: £2.80 3-5 hours: £5 Over 5 hours: £8	Up to 1 hour: £1.20 1-3 hours: £2.40 3-5 hours: £4 Over 5 hours: £6
Sun	Up to 3 hours: Free 3-5 hours: £5 Over 5 hours: £8	Free